491 **55. Other Means of Communication.** The development of road construction is in no way less interesting. After the war of 1877/78 Bulgaria inherited from the Ottoman empire 3,727 km. of delapidated roads. She has to-day 33.000 km. of roads, completed or in process of completion, which makes a ninefold increase. Bulgaria had no regular automobile lines until 1920. Now she owns 18.000 km. of such lines or 16.4 km. per 100 sq. km. of territory, over which 10.000.000 passengers are carried annually. If we keep in mind, that the annual passenger traffic over the Bulgarian railroads is about 16.000.000 passenger, we would appreciate the significance of these authomobile lines for the country and the development that might be anticipated for the Bulgarian road system both in size and in quality. The advance estimate for 1970 is that Bulgaria may have 60.000 km. of roads which will probably be the point of saturation.

496 Bulgaria has to take long strides in the development of her communications system. Such effort would be beyond her possibilities in size and resources, but she can not afford to lag behind the general European standard. The student, prompted by good will in seeing and comprehending things according to their proper light, will not fail to realize the laudable endeavors and exertions of our poor, industrious and patient people. The railroads in Bulgaria are built and managed by the State and, consequently, their exploitation goes only to benefit the entire national economy. While financial soundness of the railways is not overlooked, the benefit that they will bring to the national economy is foremost in the mind of the legislator. Bulgaria owes her advancement and her reputation for such advancement to her railroads. The same scruples and views the Government has in regard to the exploitation of automobile roads also. Despite the fact that this exploitations is fostered at the present time on the basis of private concessions, the tendency for the state is to take over entirely their exploitation, because of the constantly growing public interest in them.

205 As another mark of the advanced instruction and enlightenment of our people, we will take as a practical example the movement of mail for 1939 and compare it to the other neighbouring countries in the Balkan peninsula.

dominantly Bulgarian and that the Greek population in 1920 was only 20,5% of the total population of this region. Despite the forcible expatriation of the Slavic element at that time and the settlement of Greeks of Asia Minor (Fig. 10), this province was on the decline, its economy was extensive and the main ports Cavalla and Dede-Agatch (Alexandrople) anemic and of purely local significance. The mountain population, which was severed from the region that were the sources of its nourishment and life, sank into misery and destitution. It was condemned to starvation, tuberculosis and enormous child mortality. Here we have the tragedy of the Rodope region.

In spite of the favorable conditions for an intensive traffic on the Thracian Sea Coast, which is the natural outlet for the lands around and beyond the Danube, this coast is separated from its natural hinterland and is in a failing condition, in so far as traffic and economic soundness are concerned. Let us give some characteristic comparative idea about communications in Thrace and in Bulgaria. The density of road and railroad network in Aegean Thrace was for 1930 about 10.9 km. per 100 sq. km. of territory, while in Bulgaria it was 34.1 km., or 3.13 times larger. If we consider in Thrace only the normal lines of the Compagnie Orientale (a private company), we will obtain the following comparative results:

Train movement, i. e. average number of trains in both directions passing through one point daily, we have for CO 3.81 trains, which does not make even two couples of trains daily, while for the Bulgarian State Railways we have 11.25 trains, or 3.03 times larger than for the CO;

Intensity of general movement, i. e. the number of axle-km. per one killometer operating lines: for the B. St. Rws 3.58 times larger:

Intensity of passenger traffic, i. e. passenger — km. per one kilometer operating lines: for the B. St. Rws 6.7 times larger;

Intensity of freight traffic, i. e. ton—km. per one kilometer operating lines: for the B. St. Rws 8.44 times larger than for the CO Rws.

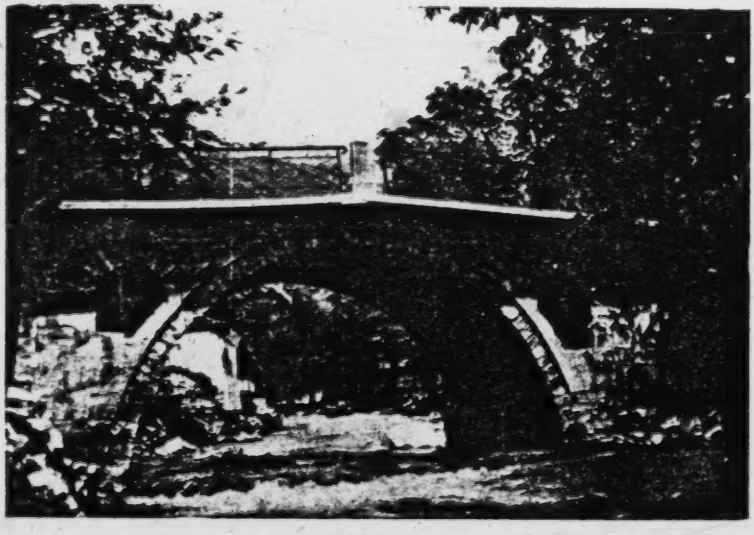
And generaly the intensity of all the Greek lines is considerably smaller than the intensity of the Bulg: St. Rws. The movement on the lines of CO tends to decrease. There was a general fall in the CO lines of 11.8% from 1927 to

11: Logio S-4 (no date) 1936 EE1 Bulgaria EE1

366

KARLOVO: THE MARKET PLACE ON A SUNDAY

491



KARLOVO: A REPAIRED ROMAN BRIDGE

[facing p. 225]

499 which has shown more consideraton to Bulgarian require-
648 ments and has agreed to join up its railways at two other points besides Tsaribrod, namely at Vidin and at Giushevo, the present terminus of the Sofia-Kustendil line which will be prolonged to Kumanovo. When the construction of this line will be achieved, the present railway journey Sofia — Salonica will be shortened by a third of its present duration by the avoidance of the long way round through Nisch.

Roads

•491 The total length of semi-permanent or macadamised
652 roads in Bulgaria in 1934, was of 17071 klm. and there were another 7,125 klm. in construction. Of the existing milage, 8,397 klm. were reported to be in good condition, 4,991 klm. in medium condition, and 4,103 as in a bad condition. The new Government planned to construct another 4000 klm. of roads and contemplates spending a sum of two milliard leva on this project, completing every year some 400 klm. of new roads. It has created new taxes in order to provide the necessary funds, among which is a special road tax of 140 leva a year to be levied on all males between the ages of 20 and 55. Owners of motor cars will also contribute to the maintenance of the roads by paying increased sums for their driving licences. It is expected that some 300 million leva will be raised annually by these special taxes, ⅔ of which are proposed to be spent on the building of the new roads and ⅓ for the upkeep of those already existing.

499 It is proposed to construct at once an arterial road of 300 klm. between Sofia and Orhanie, trying different systems and materials in order to find out which is the most suitable for local conditions. It is aimed to have the new roads laid out properly, in order that they may not need repairing for the first ten years. The compulsory

Il: Logio S-4 (no date) 1936 EEl Bulgaria EEl

133
491

IN THE RHODOPES, SOUTH OF BATAK

[facing p. 321]

BULGARIA EE1

131

extends from the Rumanian border south to the towns of Karnobat and Burgas.

361 133 [312]

Location and Types of Settlement. The presence of water is an important factor in the location of the settlements. Villages tend to be located along the Marica, Topolnica Strema and Tundža rivers. In the Tundža Mountains settlements are on the slopes of hills. Isolated hills in the Marica valley are preferred spots. Settlements rarely descend into the fertile river plain, most of them being located at its edge (Gellert, 1937: 142-43). In the Sub-Balkan regions, settlements are rarely at the bottom of steep valleys or on steep slopes, a gentler terrain being preferred (Gellert, 1937: 143).

Due to the irregular terrain and deep valleys in the Topolnica and Ihtimanska Sredna Gora regions, the settlements are in the form of hamlets (mahala, kolibi) of 2-10 farmsteads, scattered over the spurs overlooking a valley in which is located the main village (Gellert, 1937: 168). In eastern Bulgaria the villages show no regular plan. In the plains the villages are large and the buildings less crowded, the roads being often exaggeratedly wide. In mountainous terrain the roads are narrow and crooked, often unsuitable for carts (Gellert, 1937: 164). [491]

342

House Types. In eastern Bulgaria the building materials are boards, wicker, mud and unfired brick. Usually a framework of wood is filled with wicker, which may or may not be plastered. Compact walls are often made of mud, unfired brick or stones, strengthened with horizontal bond timbers. These may form the foundation on which the upper story of timber-framing is built. The hipped roof is of straw, reeds or brushwood. On the longer side of the house the eaves extend over a veranda that is raised about 10 centimeters from the ground. The walls are generally whitewashed, and each room has an exit to the veranda. Chimneys are of woven brushwood or of fieldstones and are plastered with mud. Bulgarians often build one half of the house first and plan to add more rooms later; when one side of the roof is not hipped it means that the house is not finished (Gellert, 1934: 8).

A two to three room house is common. Often the veranda is between the protruding side rooms (fig. 56e). The central room is generally windowless and serves as a winter kitchen. Frequently many farm units are included in the main house. One of the side rooms may be transformed into a stable with a separate entrance from the outside (fig. 56c) (Gellert, 1934: 8-9).

Two-story buildings are in the majority (fig. 56a, 56b). In the ground floor are the stable and cellar. Often annexes are built on the sides (fig. 56e) and the back, and the roof is extended over them. Here, too, the veranda is enclosed by the two side rooms. The stairway leading up to the veranda may be a simple one of wood or a massive one of unfired brick (Gellert, 1934: 10-11). While